

**MINUTES OF
FAIRFAX COUNTY PLANNING COMMISSION
THURSDAY, JUNE 20, 2013**

PRESENT: Frank A. de la Fe, Hunter Mill District
Jay P. Donahue, Dranesville District
Earl L. Flanagan, Mount Vernon District
Janet R. Hall, Mason District
James R. Hart, Commissioner At-Large
Janyce N. Hedetniemi, Commissioner At-Large
Ellen J. Hurley, Braddock District
John L. Litzenberger, Jr., Sully District
James T. Migliaccio, Lee District
Peter F. Murphy, Springfield District

ABSENT: Kenneth A. Lawrence, Providence District
Timothy J. Sargeant, Commissioner At-Large

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The meeting was called to order at 8:21 p.m., by Chairman Peter F. Murphy, in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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COMMISSION MATTERS

Chairman Murphy noted that the Planning Commission meeting previously scheduled for Thursday, June 13, 2013, had been canceled due to unexpected deferrals. He added that the next meeting would be held on Thursday, June 27, 2013, and noted that there would be no meetings during the week of July 1-5, 2013.

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On behalf of the Planning Commissioners and staff, Chairman Murphy expressed condolences to the family and friends of Carl A. S. Coan, Jr., a former member of the Planning Commission, representing the Providence District, who passed away on Saturday, June 15, 2013. He briefly described Mr. Coan's career and then called a moment of silence in his honor.

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Commissioner Flanagan noted that he intended to move on an Administrative Item regarding the decorative treatment of the eastern façade referenced in item j of Proffer Number 11, Architectural Design, in RZ/FDP 2011-MV-031, Mid-Atlantic Realty Partners, LLC. He said, however, that after lengthy consultation with the applicant, the community, and staff, agreement on the language had only occurred today. Consequently, he said he would defer action on this

item until the Commission's next meeting on Thursday, June 27, 2013, to allow staff additional time for review

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Commissioner Hart announced that the Planning Commission's Environment Committee had met earlier in the evening to receive a presentation from Fairfax County Public Schools and the Department of Public Works and Environmental Services regarding collaborative efforts on stormwater management. He added that the Committee would meet again at 7:00 p.m. in the Board Conference Room of the Fairfax County Government Center on the following dates and invited the public to attend:

- Thursday, July 18, 2013 (Continued discussion on electric vehicle supply equipment)
- Thursday, July 25, 2013 (Continued discussion on electric vehicle supply equipment)
- Thursday, September 19, 2013 (Review of the new Stormwater Management Ordinance)

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Chairman Murphy announced that Jill Cooper had been appointed as the new Executive Director of the Planning Commission Office and would begin work on Monday, July 1, 2013. He added that Barbara Lippa, the recently retired Executive Director, would return to assist Ms. Cooper in transitioning to her new role. He stated that Ms. Cooper had previously worked as a Planner III for the Zoning Administration Division of the Department of Planning and Zoning and described her previous work experience, noting that she had a Master's Degree in Urban Planning from the University of Virginia and a Bachelor's Degree in Science from James Madison University.

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Chairman Murphy announced that Regina Stewart had been hired as the new Communications Specialist of the Planning Commission Office, previously held by Christopher Remer. He said that she had started on Monday, June 17, 2013, and added that she has worked for the County for 18 years, having previously worked for the Deputy County Executive for Human Services. He also noted her previous positions with the County.

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Chairman Murphy announced that the Planning Commission Office was currently working to fill the position of Clerk to the Planning Commission, previously held by Kara DeArrastia. He also commended Barbara Lippa, Assistant County Executive Catherine Chianese, and the members of the Commission's Personnel and Budget Committee for their work during the interview processes.

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ORDER OF THE AGENDA

Secretary Hall established the following order of the agenda:

1. S11-III-DS1 – COMPREHENSIVE PLAN AMENDMENT (DULLES STATION)
(Dranesville District)
2. SEA-2009-DR-008 – OAKCREST SCHOOL (Hunter Mill District)

This order was accepted without objection.

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S11-III-DS1 – COMPREHENSIVE PLAN AMENDMENT
(DULLES STATION) – To consider proposed revisions to the Comprehensive Plan for Fairfax County in accordance with the *Code of Virginia*, Title 15.2, Chapter 22. The Amendment concerns approx. 4.26 ac. generally located northwest of the Sayward Blvd. and Carta Way intersection (15-4((5))5A) in the Dranesville Supervisor District. The area is planned for mixed use at .50 to 1.0 Floor Area Ratio (FAR) with an option for 1.5 FAR within one fourth mile and 1.25 FAR within a half mile of Innovation Metrorail Station. The second option is for 3.5 FAR within a one fourth mile with conditions that include transfer of development potential. The Amendment will consider adding an option for multi-family residential use and support retail up to 2.4 FAR. Recommendations relating to the transportation network may also be modified. DRANESVILLE DISTRICT. PUBLIC HEARING

Clara Quintero-Johnson, Planning Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. She noted that staff recommended approval of proposed Amendment, S11-III-DS1.

Referencing the last sentence of the first paragraph under “Transportation” on page 6 of the staff report, Commissioner Donahue asked for clarification on what it meant to balance directional traffic flow more efficiently. Ms. Quintero-Johnson explained that this process involved encouraging traffic patterns wherein more vehicles traveled in the opposite direction of the peak-hour traffic, thereby optimizing the existing transportation infrastructure and alleviating congestion.

Chairman Murphy called the first listed speaker and recited the rules for testimony.

Gregory Riegle, 1750 Tysons Boulevard, Suite 1800, Tysons Corner, representing McGuireWoods, LLP, spoke in support of the Amendment. He pointed out that the surrounding area was developed with commercial uses, but the subject property was currently undeveloped. He stated that the proposed Amendment would add an option for residential development on this site to create a more efficient mix of uses. Mr. Riegle also noted that the subject property was

located near a future Metrorail Station and the Amendment would facilitate a Transit Oriented Development. In addition, he indicated that this Amendment had developed in conjunction with a broader study of the area. He then stated that a Rezoning application would be submitted after adoption of the Amendment, which would encourage appropriate designs for the streets and surrounding infrastructure of the planned Innovation Center Metrorail Station. He also commended staff for their work.

In response to questions from Commissioner Hart, Mr. Riegle clarified that a flyover for the Dulles Toll Road would not be precluded by the proposed Amendment, but clarified that this flyover would be located farther west. He added that this issue was outside the scope of the Amendment and would be addressed in greater detail during a broader study of the Route 28 Corridor.

When Commissioner Flanagan asked how the proposal would achieve the peak hour trip reductions indicated in the staff report, Mr. Riegle echoed Ms. Quintero-Johnson's previous remarks, saying that traffic patterns would be improved by providing a more balanced mix of residential and commercial traffic. He pointed out that the subject property was currently zoned for commercial development and by including an option for residential development, the peak hour trips would not be traveling in the same direction. He added that the pending rezoning application for the site would include Transportation Demand Management strategies and opportunities to encourage greater use of the planned Metrorail Station. A discussion ensued between Commissioner Flanagan and Mr. Riegle regarding how residents would access the planned Metrorail Station wherein Mr. Riegle indicated that residents would likely walk to the station, which was approximately a quarter of a mile from the site.

There being no more speakers, Chairman Murphy called for closing remarks from Quintero-Johnson, who declined. There were no further comments or questions from the Commission; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Donahue for action on this item. (A verbatim excerpt is in the date file.)

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Commissioner Donahue MOVED THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS ADOPT THE STAFF RECOMMENDATION FOR COMPREHENSIVE PLAN AMENDMENT S11-III-DS1, ARTICULATED ON PAGES 8 THROUGH 10 OF THE STAFF REPORT DATED JUNE 6, 2013, WITH THE ADDITIONAL REVISIONS PRESCRIBED IN THE ASSOCIATED DOCUMENT, DATED JUNE 20, 2013.

Commissioners Hedetniemi and Litzenberger seconded the motion which carried by a vote of 10-0. Commissioners Lawrence and Sargeant were absent from the meeting.

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SEA 2009-DR-008 – OAKCREST SCHOOL – Appl. under Sect. 3-E04 of the Zoning Ordinance to amend SE 2009-DR-008, previously approved for a private school of general education to

permit modifications to development conditions and site access with no increase in enrollment. Located on the S. side of Crowell Rd., approx. 1,200 ft. E. of its intersection with Hunter Mill Rd. and N. of Dulles Toll Rd. on approx. 22.67 ac. of land zoned R-E. Tax Map 18-4 ((1)) 26C; 18-4 ((8)) A and 4. HUNTER MILL DISTRICT. PUBLIC HEARING

Gregory Riegle, Esquire, McGuireWoods LLP, reaffirmed the affidavit dated April 2, 2012. There were no disclosures by the Commissioners.

Joseph Gorney, Zoning Evaluation Division (ZED), Department of Planning and Zoning (DPZ), presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of application, SEA 2009-DR-008.

In response to questions from Commissioner de la Fe, Mr. Gorney indicated that the traffic signal and the roundabout would effectively accommodate the existing traffic and the traffic from the proposed school. He also stated that the current Level of Service (LOS) at the intersection of Crowell Road and Hunter Mill Road was failing during peak hours, but deferred to the applicant for further clarification regarding the LOS for the proposed road improvements.

Commissioner Migliaccio asked why the previously proposed entrance to the school from Hunter Mill Road was deemed unfeasible if there was a traffic signal at the intersection at Hunter Mill Road and Crowell Road instead of a roundabout. Mr. Gorney explained that while this issue was not evaluated in the subject application, he noted that the entrance and the associated tapers would be too close to the signal.

Martha Coello, Fairfax County Department of Transportation (FCDOT), stated that this entrance would not have permitted left turns for vehicles exiting the site and a traffic signal would have required vehicles to take U-turns at the intersection to go south on Hunter Mill Road.

Responding to questions from Commissioner Hart, Mr. Gorney confirmed that the applicant had been unable to implement the previously-approved Special Exception (SE 2009-DR-008) because the right-of-way for the roundabout could not be acquired. He then explained that some land acquisition would also be necessary with the proposal, but pointed out that the right-of-way would only need to be acquired from one property owner, whereas SE 2009-DR-008 required right-of-way from three owners. He also stated the right-of-way requirements for this proposal would be greater than the requirements for SE 2009-DR-008, but reiterated that the land would be provided by one owner. In addition, Mr. Gorney confirmed that the development conditions for the subject application did not contain the language from the conditions in SE 2009-DR-008 that articulated a procedure for requesting that the County utilize its condemnation powers to acquire the necessary right-of-way. He added that if the necessary right-of-way could not be acquired, then the applicant would have to amend the application. He then pointed out the location of the property from which the right-of-way would be acquired, noting that the owner was among the owners the applicant had dealt with in seeking a right-of-way for SE 2009-DR-008. Mr. Gorney also identified portions on the eastbound side of Crowell Road and the northbound side of Hunter Mill Road where additional right-of-way would be necessary.

Replying to additional questions from Commissioner Hart, Mr. Gorney indicated that the design for the traffic signal at the intersection at Crowell Road and Hunter Mill Road had not been finalized, but noted that the proposal included possible locations for the assorted poles and equipment. He stated that an easement would be required for any equipment that did not fit within the right-of-way, adding that the topography of the area would help screen the equipment from the adjacent properties. In addition, Mr. Gorney indicated that two existing residential driveways would be affected by the installation of this traffic signal due to modifications to the intersection and the Virginia Department of Transportation (VDOT) would determine whether the homeowners to these properties could maintain these driveways. He also said that there were no outstanding concerns about the grade of the intersection.

In reply to questions from Commissioner Hedetniemi, Mr. Gorney stated that school zone flashing beacon lights would be located to the east and west of the access point for the proposed school and noted that the lights would only operate during peak hour traffic for the school, thereby limiting the impact on neighboring residents. He also indicated that the removal of a portion of the berm on Crowell Road would not sufficiently increase the impact of the noise generated by traffic or athletic fields. In addition, he stated that the existing golf driving range would cease operation under this proposal. Mr. Gorney then identified the location of pedestrian paths within the proposed school and pointed out the routes to the parking lot, the main building, and the athletic fields.

When Commissioner Hedetniemi pointed out staff's uncertainty regarding the impact of removing the berm and the effectiveness of the transportation improvements, Mr. Gorney said that the proposed improvements had been discussed with VDOT and these improvements were consistent with their standards, adding that no waivers were being requested with this proposal. He then explained that the removal of the berm would allow the property to operate more effectively, noting that Development Condition Number 32, as articulated in Appendix 1 of the staff report, required that the land be reseeded after the removal was completed.

Answering questions from Commissioner Donahue, Mr. Gorney clarified that the measurements for the turning lanes and tapers were separate features and were measured as such. He stated that the significant curve on Crowell Road was approximately 400 feet from the centerline of the entrance to the site.

A discussion ensued between Commissioner Donahue and Ariel Yang, Transportation Planning Division, FCDOT, regarding the length of the westbound turn taper on Crowell Road wherein Ms. Yang deferred to the applicant for additional information. Mr. Gorney then indicated that the applicant had evaluated the turning movements for entering and exiting the site and concluded that the proposed transportation improvements would accommodate the expected traffic. He also deferred to the applicant for more information on this issue.

In response to questions from Commissioner Flanagan, Mr. Gorney said that the applicant had not inquired to the County requesting the use of condemnation powers to implement SE 2009-DR-008, as articulated on page 3 of the staff report.

A discussion ensued between Commissioner Flanagan and Mr. Gorney regarding the applicant's compliance with the development conditions of SE 2009-DR-008 wherein Mr. Gorney, with input from William O'Donnell, ZED, DPZ, explained that in lieu of requesting the Board of

Supervisors to utilize its condemnation powers, the applicant decided to submit an amendment to SE 2009-DR-008.

Mr. Riegle addressed Commissioner Flanagan's question regarding compliance of the development conditions in SE 2009-DR-008, noting that the applicant had approached the County about the possibility of utilizing its condemnation powers, but the County had informed them that it would not exercise such powers; therefore, the applicant decided to pursue an amendment to SE 2009-DR-008. He then addressed Commissioner Donahue's question regarding the applicant's evaluation of turning movements for vehicles entering and exiting the site, saying that the applicant expected less traffic to come from the eastbound direction on Crowell Road and this was reflected in the traffic studies. He added that the length of the turn lanes at the entrance to the site would be sufficient. Mr. Riegle echoed Mr. Gorney's earlier remarks, saying that SE 2009-DR-008 could not be implemented and the subject application was more feasible because the necessary right-of-way would be acquired from one property owner instead of four. He added that the applicant had spent two years since the approval of SE 2009-DR-008 attempting to implement the application, noting the difficulty and cost of doing so. He stated that the subject application did not change the design and intensity for the proposed school outlined in SE 2009-DR-008. Mr. Riegle then presented a diagram that indicated the LOS for both the traffic signal and the roundabout would be improved compared to the existing three-way stop, adding that these results were confirmed by FCDOT and VDOT. Addressing Commissioner Migliaccio's question regarding the previously proposed entrance to the school from Hunter Mill Road, he echoed staff's remarks, stating that only the roundabout worked effectively with this option. Mr. Riegle addressed safety and efficiency concerns about the transportation improvements, pointing out that all turning movements entering and exiting the site were segregated and met all the necessary criteria with no waivers or modifications necessary. He added that these improvements had been reviewed by FCDOT and VDOT. In addition, he stated that the school would employ an off-duty police officer to further mitigate traffic and safety issues at the site as needed. (A copy of Mr. Riegle's diagram is in the date file.)

When Commissioner Hurley asked whether there were any provisions to encourage the use of carpools to reduce the number of trips to the school, Mr. Riegle indicated that the existing school already favored the use of carpools and this, along with the proposed transportation improvements, would sufficiently mitigate traffic concerns around the subject property.

Responding to questions from Commissioner Donahue, Mr. Riegle said that vehicles exiting the site would be able to make right and left turns and confirmed that most of the vehicles exiting to the site would be turning left.

When Commissioner Hart asked if the applicant expected to be successful in acquiring the necessary right-of-way to implement the proposal, Mr. Riegle indicated that discussions with the property owner had been ongoing and an agreement for the necessary land was in place. Chairman Murphy called the first listed speaker.

Chad Loudon, 1636 Crowell Road, Vienna, spoke in opposition to the proposal because of the negative impact it would have on home values, safety, and standard of living. He pointed out that the installation of the left turn lane from Crowell Road onto Hunter Mill Road would result in a loss of trees, fencing, and landscaping on his property, adding that utilities such as power lines

would also need to be moved. Referring to his written statement, Mr. Loudon identified the location of his property, which abutted the intersection, and noted the areas where the left turn lane would encroach on his property and the location of the existing utilities. He stated that the removal of trees and landscaping outlined in the proposal was not consistent with the Comprehensive Plan and the Hunter Mill Road Traffic Calming Study because it did not create the recommended design to moderate vehicular speeds. Mr. Loudon then described his safety concerns, pointing out that the proposed transportation improvements would put the road closer to his house and his driveway might be subject to cut-through traffic. He added that there would be increased noise and light pollution from additional traffic and noted that the applicant had not clarified whether additional easements would be required for utilities. In addition, he said that the stormwater drainage impact and additional environmental impacts had not been sufficiently evaluated. In conclusion, Mr. Loudon indicated that he had met with the applicant to discuss these issues, but no agreements had been reached and he requested that additional provisions be added to the proposal to alleviate the impact on his property and the surrounding community. (A copy of Mr. Loudon's statement is in the date file.)

In response to a question from Chairman Murphy, Mr. Loudon confirmed the presence and location of VDOT right-of-way near his property.

John Mansfield, 1503 Brookmeade Place, Vienna, voiced opposition to the proposal, saying that both he and the surrounding community did not support the removal of the previously-approved transportation improvements in SE 2009-DR-008. He said that after reviewing the applicant's traffic analysis, the subject application was not consistent with the Hunter Mill Road Traffic Calming Study and the conclusion indicating that the LOS for a traffic light and a roundabout would be similar was inaccurate. Mr. Mansfield stated that the applicant's methodology for analyzing the LOS did not accurately account for the traffic patterns associated with a school, noting that other agencies utilized different factors in their calculations. Referring to the calculations listed in his written statement, which utilized such factors, he indicated that the LOS for the intersection at Hunter Mill Road and Crowell Road would be an F rating. He added that the presence of driveways near the intersection was also not factored in the applicant's calculations. In addition, he stated that the applicant's comparison of a signalized intersection to a roundabout was not appropriate. (A copy of Mr. Mansfield's statement is in the date file.)

Christine Luckscheiter, 1407 Southwind Court, Vienna, spoke in opposition to the proposal because it would negatively affect the quality of life for residents in surrounding neighborhoods. She stated that traffic near the intersection of Hunter Mill Road and Crowell Road was already congested, pointing out that there were already numerous traffic signals along this corridor. She noted that she had also opposed SE 2009-DR-008 because of similar concerns regarding the increased traffic and the intensity of the proposed development. She stated that additional traffic would also make it difficult for residents to access their neighborhoods and obstruct the bus routes that utilized Hunter Mill Road and Crowell Road.

Bruce Bennett, 1459 Hunter View Farms, Vienna, representing Hunter Mill Road Traffic Calming Committee, stated that his community supported SE 2009-DR-008, but did not support the subject application. He said that the applicant had conducted numerous meetings with the County and community to create effective transportation improvements for the proposed development and this resulted in the improvements articulated in SE 2009-DR-008, which

included an entrance located on Hunter Mill Road and a roundabout installed at the intersection of Hunter Mill Road and Crowell Road. He added that the community's support of SE 2009-DR-008 had been contingent on these improvements, citing comments in his written statement made by Mr. Riegle at the public hearing for SE 2009-DR-008 that articulated the importance of the roundabout. In addition, Mr. Bennett stated that the community had been informed that the applicant had secured the necessary easements for the roundabout, saying that the sale of the land to the applicant was conditioned by three legal documents, which he had included in his written statement. He also pointed out that one of the property owners from which the applicant needed to acquire land had filed a lawsuit that would make the sale of the property more difficult. Mr. Bennett also expressed concern that by removing the berm, some of the neighboring properties would not be effectively screened from the noise generated by the Dulles Toll Road. In addition, he said that he had consulted with VDOT on the effectiveness of roundabouts and referred the Commission to an email in his statement that indicated it was VDOT policy to encourage the consideration of roundabouts for projects involving intersections scheduled for improvement and that they be the preferred alternative when analysis showed that a roundabout was feasible. He then pointed out that FCDOT had not provided VDOT with documentation explaining why a roundabout was no longer the preferred alternative with this proposal. In conclusion, Mr. Bennett recommended that SE 2009-DR-008 be withdrawn and a new application be filed. (A copy of Mr. Bennett's statement and the associated legal documents is in the date file.)

Commissioner Hall asked Mr. Bennett a question regarding the applicant's intent to acquire land for SE 2009-DR-008 and Mr. Bennett confirmed that it was his understanding at the time this application was approved that the applicant would be able to acquire the necessary easements to construct the proposed roundabout.

Elliot Eder, 1616 Crowell Road, Vienna, stated that he supported the applicant's intent to construct a school on the subject property, but he opposed the subject application, saying that he favored the provisions of SE 2009-DR-008. He said that he did not support constructing the entrance to the school along Crowell Road because it would be too close to a significant curve in the road, thereby creating safety concerns. Referring to photographs included with his written statement, Mr. Eder noted the current traffic congestion along Crowell Road and the location of the aforementioned curve. He also indicated that he did not support removing the provision from SE 2009-DR-008 that tied the enrollment increases to trip generation caps. In addition, he echoed remarks made by previous speakers regarding the removal of the berm because it would eliminate screening that would mitigate the noise and visual impact of the school for the surrounding properties. He added that the landscaping proposed by the applicant would not be sufficient. He said that he favored retaining the berm, adding that there would still be sufficient space on the subject property for the school's various activities. In addition, Mr. Eder pointed out that the applicant had not provided sufficient data to justify the installation of a signalized intersection instead of the roundabout that was approved in SE 2009-DR-008. (A copy of Mr. Eder's statement and photographs is in the date file.)

Steve Hull, 10906 Sunset Hills Road, Reston, representing the Hunter Mill Defense League (HMDL), voiced opposition to the proposal, but noted that he had supported SE 2009-DR-008. He presented a brief history of the HMDL, stating that it sought to preserve the existing character of this corridor while developing the area. He said that SE 2009-DR-008 achieved this goal with the proposed roundabout, but the subject application did not because it was not consistent with

the buffer requirements prescribed by the Zoning Ordinance. Mr. Hull stated that he supported the transportation improvements proposed in SE 2009-DR-008 and the analysis conducted for the improvements in the subject application was not sufficient, echoing remarks from previous speakers regarding the applicant's failure to justify not pursuing the roundabout for the intersection at Hunter Mill Road and Crowell Road. Mr. Hull pointed out that studies conducted on roundabouts by major universities had concluded that the standards outlined in the Highway Capacity Manual (HCM), which the applicant's traffic engineers used in their analysis, were not accurate. He added that the analysis conducted by the traffic engineers for the Hunter Mill Traffic Calming Committee concluded that roundabouts had a higher capacity than what was prescribed by the HCM.

Answering a question from Chairman Murphy, Mr. Hull stated that the studies he referenced did account for the number of access points included in a roundabout. A discussion ensued between Chairman Murphy and Mr. Hull regarding the design of the roundabouts that were studied wherein Mr. Hull indicated that they were similar to the one proposed in SE 2009-DR-008.

Continuing his testimony, Mr. Hull noted the efficacy of roundabouts in other areas and VDOT's policies have changed as roundabouts have gained favor. He also said that he favored retaining the 15 percent trip reduction provision from SE 2009-DR-008. In addition, he stated that while the condemnation provisions included in SE 2009-DR-008 might not be popular, this provision should also be retained to implement the necessary transportation improvements because the provisions in the subject application were too difficult to implement. Mr. Hull added that he favored additional traffic calming measures in the area. (A copy of Mr. Hull's statement is in the date file.)

Juliana Campagna, 1616 Hunter Mill Road, Vienna, stated that she opposed the proposal if it included provisions for a roundabout at the intersection of Hunter Mill Road and Crowell Road. She pointed out that her property was located near this intersection and would be negatively affected by a roundabout in the following ways:

- increased noise from the traffic traversing the roundabout;
- glare from headlights that was not adequately screened; and
- the loss of an existing well on her property.

Ms. Campagna stated that she favored a traffic signal at the intersection and described the current traffic patterns in the area, noting that portions of the intersection were already congested. In addition, she said that roundabouts were uncommon in the County and did not warrant installation at this intersection. She also indicated that while the proposed school would increase traffic, the community could accommodate it.

In response to questions from Commissioner Hall, Ms. Campagna stated that she had owned her property when SE 2009-DR-008 was approved and while she did not attend the public hearing, she did not support the installation of a roundabout at that time. She also indicated that the easement for a roundabout would require more disruptive construction activities than a traffic signal.

Responding to questions from Commissioner Flanagan, Ms. Campagna identified the location of her house on her property. A discussion ensued between Commissioner Flanagan and Ms. Campagna regarding the design and function of her driveway wherein she reiterated that she did not testify at the public hearing for SE 2009-DR-008.

Feliza Kepler, 1738 Dressage Drive, Reston, representing Equestrian Park Homeowners Association, spoke in opposition to the subject application because it would undermine the low-density character of her community. She said that the provisions of the proposal were not sufficient to ensure that the proposed development would be compatible with the surrounding neighborhood. She also noted that the provisions from SE 2009-DR-008 regarding traffic improvements and compatibility had been removed from the subject application. In addition, Ms. Kepler pointed out that staff had recommended denial of SE 2009-DR-008 and requested clarification on their reason for recommending approval of the subject application, saying that she did not agree with the rationale expressed at the Hunter Mill Land Use Committee wherein staff indicated that the Board of Supervisors' previous approval of SE 2009-DR-008 warranted approval from staff. She added that she favored conducting additional studies to ensure that the proposed development would be compatible with the surrounding community, consistent with the Zoning Ordinance, and not adversely impact the future development of the area. (A copy of Ms. Kepler's statement is in the date file.)

Replying to a question from Commissioner Migliaccio, Mr. Gorney confirmed that Ms. Kepler was correct in stating that staff had recommended denial of SE 2009-DR-008 and its associated addendum.

Jody Bennett, 1459 Hunter View Farms, Vienna, voiced opposition to the proposal, echoing previous remarks regarding the impact that removing the berms would have on the surrounding community. She added that the density of the development would be high relative to surrounding area and removing the berm would remove a barrier that would otherwise screen the subject property. Ms. Bennett also expressed safety concerns for vehicles making left turns into and out of the site from the proposed entrance on Crowell Road and the effectiveness of utilizing an off-duty police officer to direct the flow of traffic. In addition, she requested that the applicant provide a carpool plan. Ms. Bennett then pointed out that the Hunter Mill Land Use Committee had recommended denial for the subject application. (A copy of Ms. Bennett's statement is in the date file.)

Michael Patton, 1628 Crowell Road, Vienna, deferred to his wife, Rae Patton, who spoke in opposition to the proposal. She noted that the area surrounding the subject property was zoned RE, which accommodated low-density and agricultural uses, and said that the subject application was not consistent with this zoning. She also stated that she had observed significant traffic congestion during peak hour periods and the additional trips incurred by the school would worsen this condition. Referencing Section 9-311 of the Zoning Ordinance, which outlined additional standards for the use of public facilities, she said that the proposal did not meet the necessary standards because the impact of the proposed entrance on Crowell Road was too significant. In addition, Ms. Patton said that she favored locating the entrance to the site on Hunter Mill Road because it could better accommodate the traffic, adding that the applicant should exercise greater diligence in obtaining the necessary right-of-way for the roundabout at

the intersection of Hunter Mill Road and Crowell Road. (A copy of Mr. and Ms. Patton's testimony is in the date file.)

In reply to questions from Commissioner Hall, Ms. Patton clarified that she did not favor a traffic light over a roundabout at the intersection of Hunter Mill Road and Crowell Road, adding that she did not concur with staff's conclusion that it would sufficiently mitigate the traffic impact. She also indicated that she favored further coordination between the applicant and the affected landowners to determine appropriate transportation improvements. Commissioner Hall pointed out that the school had already been approved under SE 2009-DR-008 and the purpose of the proposal was to consider an amendment to this previously-approved application.

Answering questions from Commissioner Flanagan, Ms. Patton indicated that her property was located across the street from the berm and the site would be visible from her property if the berm were to be removed. She also reiterated that she favored placing the entrance to the school on Hunter Mill Road, as proposed in SE 2009-DR-008, saying that locating the entrance on Crowell Road would increase traffic on a road that had existing safety concerns.

In response to questions from Commissioner Hart, Ms. Patton said that the traffic congestion along Crowell Road during peak traffic periods extended beyond the significant curve that was located east of the proposed entrance, adding that this made it difficult for vehicles to back out of driveways at certain residences. A discussion ensued between Commissioner Hart and Ms. Patton regarding the time of day and duration of this traffic backup.

Laddie Suk, 1403 Wynhurst Lane, Vienna, spoke in opposition to the subject application, saying that the additional trips incurred by the school would increase traffic on Crowell Road, which was already subject to significant congestion. He pointed out that the tolls on the Dulles Toll Road had been increased recently and as a result, traffic had increased on Crowell Road. Mr. Suk also echoed previous remarks regarding safety concerns due to the existing traffic congestion and the significant curve along Crowell Road. He added that the proposed entrance to the site along Crowell Road was inconsistent with the character of the surrounding community. In addition, he said that he favored a roundabout at the intersection of Crowell Road and Hunter Mill Road because it would be more effective at mitigating traffic than a traffic signal, citing the effectiveness of roundabouts in other areas of the County. Mr. Suk also aligned himself with previous speakers regarding the removal of the berm and the negative impacts it would have on the surrounding community. (A copy of Mr. Suk's statement is in the date file.)

Brian Schuster, 1620 Crowell Road, Vienna, voiced opposition to the proposal. He pointed out that the Board of Supervisors' approval of SE 2009-DR-008 had been contingent on the implantation of certain safety, transportation, and buffer provisions and by removing these provisions in lieu of a different entrance along Crowell Road, the subject application would not meet the same standards outlined in this previously-approved application. He noted that his property was located along Crowell Road and described the difficulty he experienced when backing out of his driveway during periods of heavy traffic. Mr. Schuster added that the number of traffic accidents had been increasing in this corridor in recent years and this trend would continue because of the increase in tolls along the Dulles Toll Road and the construction of the Silver Line Metrorail. In addition, he indicated that most of the of traffic accidents on Crowell Road occurred during peak traffic periods and stated that the left turn lane entering the site would

not be long enough, thereby further impeding westbound traffic along this road. Mr. Schuster then echoed previous remarks regarding the removal of the berm, noting the intensity of the proposed development and the activities associated with the school would require sufficient buffering. He added that the berm also provided environmental and stormwater management benefits. He stated that removal of the berm was not consistent with the Master Plan or the Comprehensive Plan, saying that such an intense use could only be permitted if it did not adversely impact the adjacent land uses and the residential character of the neighborhood.

A discussion ensued between Mr. Hart and Mr. Schuster regarding the location of his property and the extent of the traffic congestion along Crowell Road during the afternoon peak traffic periods.

Ward Jones, 20609 Marsh Court, Sterling, spoke in support of the subject application, noting that one of his daughters attended Oakcrest School. He pointed out that the staff at Oakcrest School was committed to safety, adding that it did have an existing carpool plan, of which he was a participant. He also stated that the proposed school would not generate significant noise. In addition, Mr. Jones echoed previous remarks from staff and the applicant, saying that the proposed transportation improvements would meet the necessary standards and the traffic studies had concluded that these improvements would mitigate traffic congestion. He then encouraged the Commission to coordinate with the applicant to resolve the outstanding issues so that the school could be constructed and expressed concern that unreasonable burdens were being placed on the applicant, noting the difficulty of implementing the improvements outlined in SE 2009-DR-008.

Commissioner Hall addressed Mr. Jones' comments, pointing out that the community supported the school, but opposed the provisions in the subject application because they had been significantly changed from what had been proposed in SE 2009-DR-008. She also commended Mr. Jones for participating in the school's carpool plan.

A discussion ensued between Commissioner Flanagan and Mr. Jones regarding the routes to and from the subject property.

Responding to an additional question from Commissioner Flanagan, Mr. Jones indicated that he did not have a preference for the location of the entrance to the property, saying that he supported whichever location was deemed safe by the applicant and the surrounding community.

Lisa Muvill, 1420 Hunter Mill Road, Vienna, spoke in opposition to the subject application, echoing previous remarks regarding traffic congestion and safety concerns. She stated that she had observed traffic accidents at the significant curve on Crowell Road and placing the entrance to the site on this road would exacerbate the situation. She also concurred with previous speakers regarding the backup along Crowell Road during peak traffic periods and the difficulty for vehicles backing out of driveways along this corridor. In addition, Ms. Muvill said that she did not support installing a traffic signal at the intersection of Crowell Road and Hunter Mill Road because of its close proximity to several other traffic signals, adding that a roundabout at this intersection would be more effective. She then indicated that if the applicant could not fulfill the requirements outlined in SE 2009-DR-008, then the proposed school should not be constructed. In addition, Ms. Muvill pointed out that the proposal did not contain sufficiently detailed plans

for the use of carpools or the off-duty police officer to help manage the peak hour traffic. (A copy of Ms. Muvill's statement is in the date file.)

Chairman Murphy called for speakers from the audience.

John Dowd, 1529 Crowell Road, Vienna, voiced opposition to the proposal, saying that he supported the implementation of SE 2009-DR-008. He then noted the traffic congestion and safety issues on Crowell Road, echoing remarks from previous speakers regarding the congestion during peak traffic periods. In addition, he expressed concern about the ability of emergency vehicles to access Crowell Road during peak traffic periods, citing an incident where such vehicles had difficulty reaching the site of an accident.

John French, 10314 Forest Maple Road, Vienna, voiced opposition to the proposal. He pointed out that his property was located along the eastern boundary of the subject property and indicated that the buffer between the properties would not be sufficient. In addition, he expressed concern that vehicles would park in his neighborhood to access the athletic fields at the site. Mr. French also stated that he opposed locating the entrance to the site on Crowell Road and favored placing the entrance on Hunter Mill Road, echoing previous remarks regarding safety concerns and traffic congestion. He also said that he favored obtaining the right-of-way for the roundabout at the Hunter Mill Road and Crowell Road intersection from another landowner. In addition, Mr. French noted that the other residents in his neighborhood, which included two three properties that were located along the eastern boarder of the subject property, did not support the proposal.

When Commissioner Donahue asked if the Hunter Mill Land Use Committee had taken a position on the proposal, Commissioner de la Fe said that the committee did not support the subject application.

There being no more speakers, Chairman Murphy called for a rebuttal statement from Mr. Riegle.

Mr. Riegle stated that the applicant's study of Crowell Road was consistent with the testimony from various speakers regarding the traffic congestion. He then indicated that the same study also concluded that installing a traffic signal at the intersection of Crowell Road and Hunter Mill Road would mitigate congestion on both roads. He also addressed the speakers' concerns about the methodology of the traffic study, saying that this study had been reviewed by staff and was consistent with the methodology utilized in other applications. In addition, Mr. Riegle clarified that the applicant did not oppose the roundabout at the intersection that was approved in SE 2009-DR-008, but it had proven difficult to implement because the applicant could not obtain the necessary right-of-way. He also addressed the speakers' concerns regarding screening and buffering, pointing out that the proposal would comply with the Zoning Ordinance and did not contain any waivers. In addition, Mr. Riegle noted that the berm along Crowell Road extended beyond the subject property and the applicant could not remove portions that it did not own. He then referred to Development Condition Number 17, which detailed the applicant's transportation management plan. In addition, he reminded the Commission that the Board of Supervisors had ruled that the proposed school was an appropriate use for the subject property and was consistent with the necessary standards.

In reply to questions from Commissioner Flanagan, Mr. Riegle clarified that the applicant had met with the property owners near the intersection of Crowell Road and Hunter Mill Road for both SE 2009-DR-008 and the subject application regarding the right-of-way required for the roundabout. He also said that the owner of the existing golf park would not provide right-of-way for the proposed roundabout at the intersection. In addition, Mr. Riegle noted that the applicant had met with Ms. Campagna and Mr. Loudon, adding that discussions regarding Mr. Loudon's landscaping concerns were still ongoing.

Answering questions from Commissioner Hall, Mr. Riegle confirmed that the applicant did consider placing the entrance to the site on Crowell Road in SE 2009-DR-008 and the roundabout emerged as the preferred solution. However, he reiterated that the necessary right-of-way could not be obtained for the roundabout and a traffic signal was the only other option for the intersection. A discussion ensued between Commissioner Hall and Mr. Riegle regarding the applicant's ability to mitigate traffic under the subject application wherein Commissioner Hall indicated that she would not support the application because it would not fulfill the provisions that had been agreed upon in SE 2009-DR-008.

Commissioner Migliaccio concurred with Commissioner Hall's concerns regarding the applicant not implementing the provisions that had been approved in SE 2009-DR-008.

In response to questions from Commissioner Migliaccio, Mr. Riegle stated that the roundabout proposed for the intersection at Hunter Mill Road and Crowell Road was the smallest effective design, noting that there had been discussions to make it larger. He also agreed to add a development condition detailing the use of an off-duty police officer to manage the traffic at the entrance to the site.

Responding to questions from Commissioner Hart, Mr. Riegle confirmed that an entrance on Hunter Mill Road was not viable because staff had determined that vehicles could not make left turns when exiting the property and without the proposed roundabout, they would have to make U-turns to travel south. A discussion ensued between Commissioner Hart and Mr. Riegle regarding the possibility of locating the entrance to the school further south along Hunter Mill Road.

Replying to an additional question from Mr. Hart, Mr. Riegle addressed concerns raised by Mr. French, saying that landscaping and fencing would be installed along the eastern boundary of the subject property to discourage people from parking in the adjacent neighborhood.

Commissioner Hedetniemi said there were numerous unresolved issues with the proposal, adding that she had concerns about the environmental impact of removing the berm and the impact on neighboring properties. She stated that she also concurred with Commissioner Hall's concerns regarding the applicant's method of addressing the issues that had emerged after the approval of SE 2009-DR-008, indicating that she did not support the proposal.

There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner de la Fe for action on this case. (A verbatim excerpt is in the date file.)

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Commissioner de la Fe MOVED THAT THE PLANNING COMMISSION DEFER THE DECISION ONLY ON SEA 2009-DR-008 TO A DATE CERTAIN OF JULY 10, 2013, WITH THE RECORD REMAINING OPEN FOR WRITTEN AND ELECTRONIC COMMENTS.

Commissioner Hall seconded the motion which carried by a vote of 10-0. Commissioners Lawrence and Sargeant were absent from the meeting.

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The meeting was adjourned at 11:47 p.m.

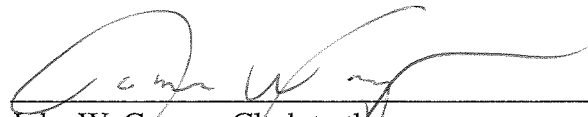
Peter F. Murphy, Chairman

Janet R. Hall, Secretary

Audio and video recordings of this meeting are available at the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Jacob Caporaletti

Approved on: July 17, 2014



John W. Cooper, Clerk to the
Fairfax County Planning Commission